

**DIXIE TRANSPORTATION EXECUTIVE COUNCIL (DTEC)**  
**MINUTES**  
**August 17, 2016**

**VOTING MEMBERS PRESENT**

Zachary Renstrom, County Commission  
Chairman Chris Hart, Ivins Mayor  
Vice Chairman Jon Pike, St. George Mayor  
Darrin LeFevre, Toquerville Mayor  
Ken Sizemore, Santa Clara City Council  
Wayne Peterson, Leeds Mayor  
Jeff Turek, Washington City Council  
Rick Torgerson, UDOT Program Engineer, Region 4 for Naghi Zeenati  
Kevin Tervort for John Bramall, Hurricane City Council

**OTHERS PRESENT**

Amanda Jones for Bette Arial, Senator Lee's Office  
Bruce Densley, Virgin Mayor  
Stan Smith, Springdale Mayor  
Arthur LeBaron, Hurricane City  
Myron Lee, Dixie MPO  
Dave Demas, Dixie MPO  
Curt Hutchings, Five County AOG  
Chris Key, Sun Tran  
Dorothy Engelman, Erin Kimball Foundation  
Susan Crook, Southwest Utah National Conservation Lands Friends  
Cameron Cutler, St. George City  
Terry Bell, Rockville Town Council  
Jim McConnell, UDOT  
Tom Jorgenson, Ivins City  
Tim Taber, Southern Utah Bicycle Alliance

**EXCUSED**

Naghi Zeenati, Utah Transportation Commission, Region 4  
John Bramall, Hurricane City Mayor  
Bette Arial, St. George City Council,

**CALL TO ORDER**

Chairman Chris Hart welcomed all in attendance. It was established that a quorum existed for voting on action items.

## **BUSINESS**

### **A. Approval of Minutes from June 15, 2016 Meeting**

Ken Sizemore mentioned that there was one small correction that needed to be made. The JPAC meeting was stated as taking place in May, and was actually held in June.

**MOTION: Motion by Ken Sizemore to Approve the Minutes from the May 18, 2016, DTEC meeting as amended. Motion seconded by Mayor Peterson and carried by unanimous vote.**

### **B. Consider Final Approval of 2017-2021 Transportation Improvement Plan (TIP)**

Myron Lee explained that the 2017-2021 TIP is adding two (2) new projects which include the Merrill Road project and the River Road project. He mentioned that there was one public comment received directed to both the Dixie MPO as well as UDOT requesting that they be mindful of wildlife as transportation projects are built. The public comment period ended on the 6<sup>th</sup> of August and the TIP is ready for final approval and will go before the Transportation Commission later this week.

**MOTION: Motion by Jeff Turek to Approve the Final 2017-2021 Transportation Improvement Plan (TIP). Motion seconded by Mayor LeFevre and carried by unanimous vote.**

### **C. Consider a Request by St. George City for a One Time Vote-Share Relief of \$10,000 to Provide Funds for a Public Education Program on the Local Option Sales Tax**

Mayor Jon Pike reported that the County Commission voted to approve putting the Local Option Sales Tax on the ballot for November's election. He went on to say that it will be critical to provide education to the public on the benefits of passing the tax increase. As previously discussed, it was determined that the best way to educate the public would be with the help of the Utah Transportation Coalition (UTC). The cost of the education is \$10,000, which covers the services of the UTC, materials and resources. Mayor Pike explained that this is the lawful way to educate without crossing the line of advocacy, which cities are strictly prohibited from doing. Advocacy must only be done on a personal level and may not use city, county or town funds.

He went on to explain that St. George City has three (3) voting shares on the MPO, which are \$5,000 a share per year. He proposed that to make it as simple as possible without using federal funds, St. George City would like to have the cost of two (2) of their shares waived this year in order to use that money to pay for the cost of the public education program.

Mayor LeFevre questioned the potential effects on the MPO funds if St. George City doesn't pay for two (2) of their shares this year.

Myron Lee explained that the MPO has a reserve fund, which allows the vote shares to remain at the price of \$5,000 per share, and currently has \$250,000 in it. The loss of \$10,000 doesn't cause much concern at this point, but he explained that the vote share cost may need to be raised incrementally at some point in the future to compensate. Mr. Lee explained that a reserve is kept in order to carry the expenses of the MPO through a two to three (2-3) month period while waiting for reimbursement from federal funds.

Mayor Pike stated that this would be a good way for everyone to share in the cost.

**MOTION: Motion by Ken Sizemore to Approve the Request from St. George City for a One Time Vote-Share Relief of \$10,000 to Provide Funds for a Public Education Program on the Local Option Sales Tax with an Amendment for St. George City to Retain Their Vote Shares. Motion seconded by Jeff Turek and carried by unanimous vote.**

## **REPORTS / DISCUSSIONS**

### **A. Growth in Ivins**

Tom Jorgenson gave a PowerPoint presentation regarding the current and anticipated growth in Ivins City. As of 2015, Ivins City's population is approximately 7,000. The projected population anticipated between now and 2040 is 19,000.

Current projects include zones for high density residential areas, a possible ordinance for a recreational vehicle resort, and rental/vacation projects. Projects included in the zero to five (0-5) year Transportation Improvement Plan (TIP) are: Center Street streetscape improvements, that includes installing landscape medians; Puerto Drive, installing curb to delineate a multiuse trail; designing the widening of roadways between Old Highway 91 and 200 East to Shivwits, to three (3) lanes; and 400 East - Center Street to 200 North. Projects included in the five to ten (5-10) year TIP are: the Western Corridor between 200 East and 400 East; Construction of the widening from Old Highway 91 - 200 East to Shivwits; and signals and roundabouts.

The overall economic vision of Ivins City is to become a center for tourism and a resort destination community, while preserving the natural beauty, vistas and open space. Some of the development goals include planning for civic/commercial centers for shopping, dining, and entertainment.

(See PowerPoint Presentation)

## **B. Potential Benefit of Local Option Tax**

Cameron Cutler gave a PowerPoint presentation regarding how the additional funding would be spent if the Local Option Tax passes, and where current funding is spent. He explained that the Local Option Sales Tax is 0.25% which is equivalent to one (1) penny for every four (4) dollars spent. The money will be used on new roadways, existing roadways, pavement preservation and transit. Currently, the focus will be on short-term projects, which are projects scheduled in the next zero to five (0-5) years.

Mr. Cutler went on to explain that pavement preservation is the least expensive way to maintain excellent road condition. He gave examples of St. George City's pavement management plan, stating that there are 371.7 miles of paved roads in St. George City. With such a high number of roadways under the management plan, it takes approximately 13.4 years per treatment per roadway to cycle through all of them.

He explained that if for some reason federal funds were lost, but voters elected to implement the Local Option Sales Tax, the money received would make up for that loss. If federal grants continue, there would be numerous transit expansion possibilities, such as: later times, Sunday service, and additional routes.

(See PowerPoint Presentation)

## **C. Transit Study Report: Springdale to St. George**

Myron Lee gave a PowerPoint presentation on the St. George to Springdale public transit feasibility study. He explained that KFH Group was hired to study the possibility of a public transit route at the request of Springdale and other communities between Springdale and St. George. Several key needs were identified, including a rapidly growing service area, transit needs of commuters and businesses, increased visitation to the Springdale area, and regional connectivity. Decisions that still need to be made are organization, management and operation, level of service/cost, funding, public/private partnerships, types of vehicles, and routing in St. George.

Low and high level service scenarios were both examined. Low level service could generate 262,000 riders and would include two (2) vehicles during peak hours; one (1) vehicle during off-peak hours. The total annual operating cost would be between \$1.6 and \$1.9 million dollars with five (5) vehicles at \$400,000 each. The start-up cost would be approximately \$300,000.

The high level service scenario would include three (3) vehicles during peak hours; one (1) vehicle during off-peak hours. The total annual operating cost

would be between \$3 and \$3.7 million dollars with nine (9) vehicles at \$400,000 each. The start-up cost remains the same at \$300,000.

Three (3) funding scenarios were looked at as a means of funding the \$1.6-\$1.9 million dollar operating costs of the low level service scenario. They included using the 5307 funds, which are urban transit dollars; a combination of 5307 and 5311 funds (5311 funds are rural transit dollars); or the Transit Tax and 5307 funds. Benefits of the transit include, providing access to jobs, school, shopping and medical needs; assisting employers and employees; independence for elderly and persons with disabilities; and transit jobs.

Chairman Hart questioned whether federal funds were available because the transit would be directly tied in with a national park. Mr. Lee explained that it could be a possibility if there was an inter-local agreement with Zion National Park, however, they did not have any templates that the agreement could be based on. Other federal funds are available under the FTA 5311 and 5307 programs. The cities and / or county would still have to pay \$300,000 in start-up matching funds and \$983,000 in annual operation matching funds. This could come from the local option tax or other sources. It was determined that without help from federal or state monies it is out of reach for any of the cities at the current time. Efforts will be made to give this presentation to Congressman Stewart's Office as a means of educating why this public transit plan would be so beneficial.

(See PowerPoint Presentation)

#### **D. Local Option Sales Tax**

Chairman Hart reiterated that it will be up to the cities to educate their respective residents as to why this Tax would be so beneficial. He mentioned it would be a good idea for each city representative to be able to show where the funds would be used in their city if the voters choose to implement the tax.

Mayor Pike stated that the tax increase would amount to approximately \$30-\$40 per adult per year. He went on to say that due to this area being so high in tourism, approximately 1/3 of the tax will be paid for by tourists.

### **UDOT/FHWA BUSINESS UPDATES**

#### **A. UDOT Updates**

Rick Torgerson gave an update of current projects stating that Hurricane is under construction from 300 to 700 West and will continue for another month. A portion of the Veyo Bridge is undergoing a slight widening. He mentioned the Mall Drive underpass is

ongoing and reported the northbound deck was poured last week and is now curing. Traffic will be shifted to the new bridge and the remaining bridges will begin being constructed. He mentioned that a weekly update is sent out concerning the Mall Drive construction and he will forward that to everyone.

Concept reports are being done on Highway 59; Boulevard to -I-15; a connection from I-15 to Red Hills Parkway; and Washington City, Exit 10 interchange. He also mentioned that Phase one (1) has begun on the Rockville to Springdale paving project.

#### **B. Federal Updates**

No items were presented.

#### **OTHER BUSINESS**

No other business was presented at this time.

#### **NEXT MEETING**

Next Scheduled DTEC meeting: September 21, 2016

#### **ADJOURN**

Having no other business, Chairman Hart adjourned the meeting at 1:35 p.m.

Minutes prepared by Cheyenne Bentley